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John R. Cooper
Transportation Director

August 1, 2011

The Honorable Lindsey Lyons
Mayor of Albertville
Post Office Box 1248
Albertville, Alabama 35950

**Subject: Annual Inspection Report
Albertville Regional (Thomas J. Brumlik Field) Airport**

Dear Mayor Lyons:

An inspection of the Albertville Regional (Thomas J. Brumlik Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 20, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Albertville Regional (Thomas J. Brumlik Field) Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. The operating license for the airport is issued in full effect. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

cc: Mr. Rans Black, FAA
BWS&C, HSV
Mr. Jerry Cofield, Authority Chairman

ANNUAL INSPECTION REPORT

July 20, 2011



ALBERTVILLE REGIONAL AIRPORT
(THOMAS J. BRUMLIK FIELD)
ALBERTVILLE, ALABAMA

**ANNUAL INSPECTION REPORT
ALBERTVILLE REGIONAL – THOMAS J. BRUMLIK FIELD
ALBERTVILLE, ALABAMA**

July20, 2011

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Annual Inspection Report Albertville Regional (Thomas J. Brumlik Field) Airport Albertville, Alabama

July 20, 2011

Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Albertville Regional Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on July 20, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the latest update of the Airport Layout Plan (ALP) dated January 2011.

License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

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Based upon the findings of the inspection conducted on July 20, 2011 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)

State Licensing Standards

- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 3).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- The Approach/Departure Paths of both runways are unobstructed and meet licensing requirements.

Maintenance

- Runway 5 – The FAR Part 77 34:1 approach slope is violated by trees 1119 feet from the runway end. The approach is limited to 24:1.

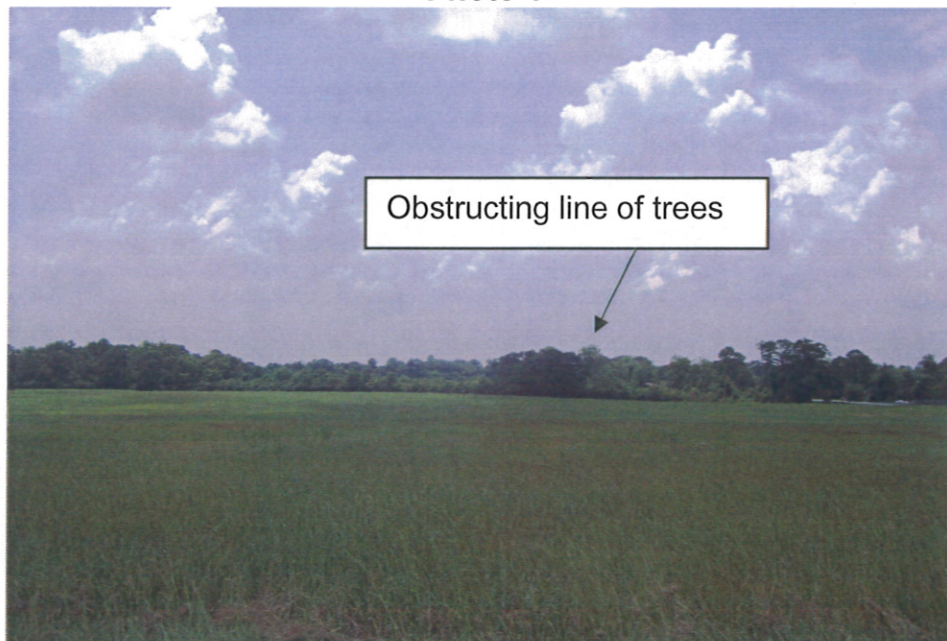
Required Action

- Remove all obstructions within the FAA Runway Protection Zone to accomplish an unobstructed 34:1 slope. The most recent Airport Layout Drawing shows the property on which the trees are situated is to be acquired and the trees removed.

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Photo 1



Runway 5 approach

Photo 2



Approach to Runway 23

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2. Primary Surface

Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- ➔ The Primary Surface was inspected and found to meet State licensing requirements.

3. Runway Safety Area

Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The Runway Safety Area was found to meet State licensing requirements.

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4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- The markings of the airport are in GOOD condition.

Photo 3



Runway Identifier markings of Runway 5

Photo 4



Runway Identifier markings of Runway 23

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5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- The wind direction indicator (windsock) was inspected and found to be operational.

Photo 5



Windsock assembly and segmented circle

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

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Inspection Results

- The airport lighting system was inspected and found operational.
- **Maintenance** – One threshold light globe is missing on Runway 23
One taxiway globe is missing

Required Action

- Replace missing globes

Photo 6



Missing threshold globe

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

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Inspection Results

Maintenance

- The airport surface overall was found to be in excellent condition, however there is water seeping through the pavement along the outside paving lanes particularly along the southern outside paving lane near Runway 5.

Photo 7



Water seepage through runway pavement

Photo 8



Water seepage along runway edge at taxiway connector

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Required Action

- The condition of the areas shown above suggests a saturated base beneath the surface. If the saturation continues it could lead to premature failure of the base and the asphalt.
- The engineer for the airport should be consulted to determine if underdrains should be considered for the runway.

8. Fueling Area Requirements **Administrative Code 450-9-1-.12(8)**

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 9



Fueling area

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Photo 10



Fuel trucks

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- ➔ No prohibited activities were observed during the inspection.

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Albertville, Alabama**

July 20, 2011

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

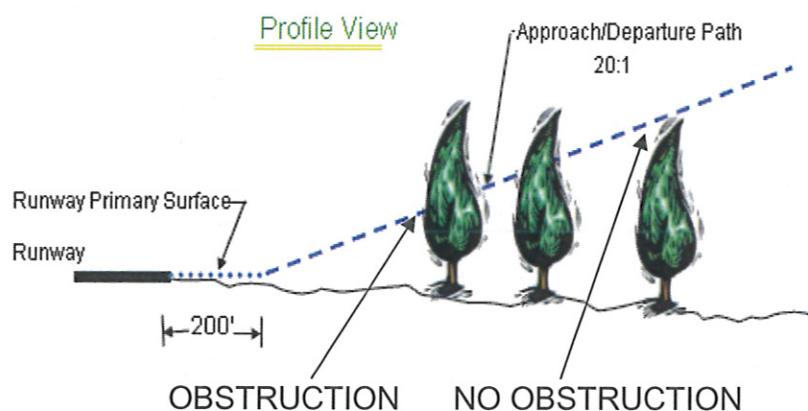
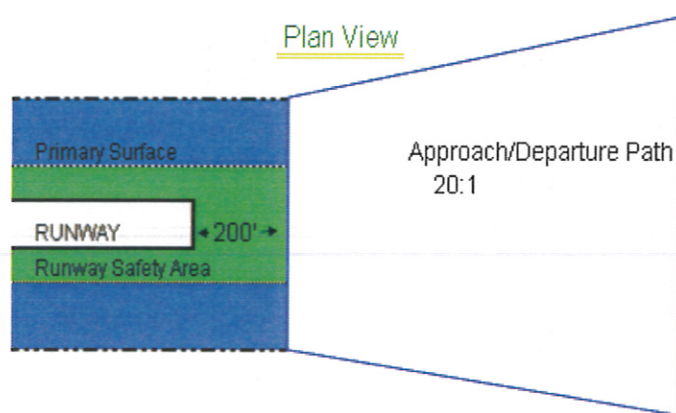
Inspection Area	Violation/Maintenance	Corrective Action
Approach Departure Path Rwy 5	Maintenance	Obtain land and clear obstructions
Runway Surface	Maintenance	Keep areas of subsurface saturation under observation for pavement deterioration and consult with the airport engineer
Airport Lighting	Maintenance	Replace missing globes

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1